

Traffic & Safety

Region 1

2829 W Howard Place, 2nd Floor
Denver, Colorado 80204



COLORADO
Department of Transportation
Region 1

Project Name: Canyons Far South

Print Date: 10/17/2025

Highway: 86

Mile Marker: 102.117

A comment response letter is REQUIRED along with the next submittal.

Review POC: Eyl, Aaron

Environmental Comments:

No Planning concerns

If cdot row is treated by post construction water quality treatment, we will need to discuss areas requiring cdot design standards and supplemental documentation.

For ANY ground disturbance/work within CDOT ROW---

Required:

Arch/History/Paleo:

Since this is a permit, a file search for Arch, Paleo and History is required. If the file search identifies anything, a more extensive report will be required. If nothing is identified, then the file search should be sufficient. For the file search contact:

Cultural/History File Search: <https://www.historycolorado.org/file-access> Email: hc_filesearch@state.co.us

Paleo File Search: Colorado University Museum of Natural History - Email: jacob.vanveldhuizen@colorado.edu and <https://www.dmns.org/science/earth-sciences/earth-sciences-collections/>

The ECIS will be used to support HazMat requirements.

Non-historic 4f does not apply.

If any non-historic Gf properties will be impacted or disturbed applicant shall coordinate with Veronica McCall veronica.mccall@state.co.us

Info for Applicant/Contractor:

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

Clear Zone: It is the responsibility of the engineer/architect who stamps the plans to ensure that: any new landscaping/trees are outside of the clear zones for any State Highway/COOT ROW and that the new landscaping/trees do not interfere with site lines from any State Highway/COOT ROW.

Landscape: Any new or changes to existing landscaping within CDOT ROW must be reviewed and approved by CDOT. Landscaping plans should be submitted and should include details of all proposed plant species and seed mixes/ratios

2/8/2023: Environmental review will continue once file research results are received.

QUESTION: Will CDOT be treated by post construction water quality treatment? Is so, we need to set-up a meeting sooner than later to discuss.

1/8/2024: From CDOT WQ Specialist: We would like the applicant to provide a statement as the drainage report indicates that OSI and OS2 (including Founders Pkwy) will be treated by full spectrum WQ ponds. However, when we look at the plans, we do not really see delineations indicating what (if any) pavement of Founders Pkwy will be going to a WQ pond.

2/18/2025: Environmental review will continue once file search results are received.

10/13/2025: Paleo and WQ under review. Paleontologist needs time to contact the museum regarding the file search findings.

Hydraulics Comments:

Robert_Rivera_6-16-2025

No drainage concerns. The proposed development's drainage flows away from CDOT ROW (Founders Pkwy).

Please provide drainage memo/report when available for review

also available for a site visit if needed Samer 1-23-2023

Please provide drainage memo/report when available for review
also available for a site visit if needed Samer 2-22-2023

I took a look at the report, the drainage looks fine and I have no further comments
Samer 1-11-2024

the drainage is good with this location
Samer 2-26-2025 Samer 8-28-2025 Samer 9-5-2025

Permits Comments:

1-9-24

- No objection to the residential and commercial development.
- Access for this development appears to be off Founders Pkwy (SH 86) and what is currently being called Commercial Ave. Commercial Ave also connects to the Canyons South development. This access has an issued access permit #123057, however NTP has not been issued. This access permit is associated with the Canyons South development.
- Any signing for this development must be on premise and cannot be either partly or wholly in COOT Right-of-Way. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.
- Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, or utility work. Application is made on line at the following link:
<https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F> -- Aaron Eyl 1-9-24

2.21.25

- Provide a comment response letter addressing all of CDOTs comments individually with the next submittal.
- Label CDOT ROW on all plans. Example - If the ROW is currently labeled "Existing ROW" and the ROW is CDOTs, it should be labeled "CDOT ROW" or "Existing CDOT ROW"
- Please keep in mind that working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work. Application is made online at the following link: <https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F> -- Aaron Eyl 2.21.25

2/24/25 - TRM - Please include 3rd party inspections. Permitted working hours for a single lane closure will be 9am to 3pm, or 6pm to 6am.

3.31.25

- Page 5 of the Updated Construction Plans show a driveway that is labeled "Remove Asphalt Driveway." This appears to be an existing access that will be closed. Please keep in mind that all closures require an Access Permit form our office.

- The State Highway Access Permit will cover any access work, sidewalk work, street lighting, and stormwater work. Any work outside of that including, but not limited to, landscaping, signal, survey, or utility work will require a Special Use/Utility Permit. Application is made online at the following link:
<https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F>

- Provide a comment response letter addressing all of CDOTs comments individually with the next submittal.

- Label CDOT ROW on all plans. -- Aaron Eyl 3.31.25

6.12.25

- The comment response letter does not address CDOTs comments that were made on the last review of this development. That review ended in April of 2025. Please provide a comment response letter that addresses all of CDOTs comments individually.

- CDOT has meet with the developer regarding the existing access that services the Core Electric site. Currently operates at full movement. With the addition of the access that will service the Canyons Far South Development the median on SH 86 (Founders Parkway) will be reconstructed. This reconstruction will limit the Core Electric access to right in right out. Previous and current plans showed this access being restricted to right in right out. CDOT will not allow the Core Electric access to stay at full movement. The developer should come up with an alternative/additional way Core Electric can access their site. -- Aaron Eyl 6.12.25

8.1.25

- With the next submittal it will be helpful for our reviewers to have the comment response letter updated to the most recent round of comments from CDOT. The last two reviews did included a comment response letter but they didn't address all of CDOTs comments including the most recent comments.

- Page 5 of 37 on the Construction Plans (Demolition Plan) is still showing the access west of Embark Ave, I believe this is the access for Core Electric, being removed. According to the latest comment response letter this access will remain and be restricted to right in right out (RIRO).

- Page 10 of 37 on the Construction Plans (Roadway Plan and Profile) is showing the Core Electric access being restricted to right in right out from the construction of the median and turn lane. There is a call out on this sheet that states "Existing 28' Aggregate Driveway Adjust to Meet New Walk". What adjustments will be made to this access? An access permit may be required for this adjustment.

- I located access permit 107036 that appears to be for the Core Electric access. Is there any other access permits associated with this access? -- Aaron Eyl 8.1.25

9.3.25

- It appears that the comment response letters have been one review behind. This has caused some confusion with our reviewers and will delay their comments. With the next submittal please address all of CDOTs comment, included the latest comments. -- Aaron Eyl 9.3.25

10.13.25

- According to the comment response letter the Core access will be reconstructed. What work will be taking place during the reconstruction? There is an existing access permit for this access - #107036. If an access is permitted maintenance of an access does not require a new access permit. If the reconstruction changes the design/shape/size of the access a new access permit will be required. --

- Please keep in mind that the signal is covered under a Utility/Special Use Permit and not an Access Permit. All Utility/Special Use Permit are reviewed separately from an Access Permit. Aaron Eyl 10.13.25

Residential Engineer Comments:

10/16/2025 JB - No further comments from a roadway perspective.

9/8/2025 JB - I talked with the consultant and I am satisfied with their explanation of the concrete trail profile and aux. lane lengths and tapers. However, there are still other comments from 7/22/2025 that have not been addressed.

9/2/2025 JB - The comment letter seems to be one review behind. It is still missing some of the comments made on 7/22/2025. I also responded to an email on 9/2/2025 from the consultant about sidewalk profiles and aux. lane lengths. The consultant still needs to look at the aux. lane lengths, per my email, as well as address comments from 7/22/2025.

7/22/2025 JB - For the median cover detail, I still see the 200' for placement of expansion joint material. Refer to my comment on 4/7/2025 about needing to change that to 50', not keeping it at 200'.

- For the 10' concrete trail, I see there are areas where the profile exceeds 5%. When it does that, you have to provide landing areas every 200'. This is per the 2023 CDOT Roadway Design Guide.

- It looks like the overall distances for the aux. lanes are standard, but the way the tapers and aux lanes are shown are wrong. For example, the taper for a 50 MPH roadway is 15:1 (which equates to a 180' taper length), but the plan for the EB left turn decel lane shows is at 337'. Be sure to revise the design of the aux. lane to make sure the decel lane and taper are designed correctly. Same for the WB left turn lane.

- Curb ramps are still shown directing peds/bikes across Founders to the south on the signal plans. Be sure to revise to match other plan sheets only showing directional ramps to cross Embark.

- Where is retaining wall or walls located? I couldn't find it in plans (other than the typical section), maybe I missed it. If within CDOT ROW, it will need to be reviewed by our Geotech and Structures unit.

6/5/2025 JB - Since the April comments were not addressed in this revision and I don't see updated construction plans, I will wait until those are answered and provided for my further review.

4/7/2025 JB - Here are my comments:

- What is the design speed that you are using? I will need this in order to review these updated plans to make sure design standards are being met.
- Need to see typical sections for SH-86 for lane widths, lengths, tapers, etc.
- I don't see a note talking about color and pattern for the proposed median cover. Need to be sure you match both. I have uploaded a plan sheet showing the median cover detail and what we used on our CDOT project. Beware, we have since gone to placing expansion material every 50' coinciding with control joints instead of 200' to help with median cover cracking and heaving.
- It looks like you are using Type I-M curb and gutter in the median. We used Type II-M on previous project to help with drainage spread width. Be sure to use Type II-M everywhere to be consistent with curb and gutter on both ends of your project.
- Hard to tell, but the WB accel taper looks to be a little short. Getting the typical sections will help with this.
- The WB left turn decel length/storage looks to be a little short while the taper looks to be a little long. There is room within the median to adjust.
- Curb ramps should be directional. Also, you need curb ramps on southern access across from Embark Ave. since you have curb ramps directing them that way on the north side.
- Is it possible to have Storm Lateral 1 be more perpendicular instead of at a skew as it is designed today?
- Has CORE Electric been consulted on how to get into their access now that the median has been closed at their driveway? They have some big vehicles/trailers and they needed that EB left turn into their access to fit that bigger vehicle. It looks like the access has gone to a right in-right out.

2/13/2025 JB - Doesn't look like anything has changed, roadway design related, regarding Founders Parkway. I will say previous comments from 1/5/2024 still apply, especially the coordination needed with local agencies like Douglas County and Castle Pines regarding the Happy Canyon interchange project. Will wait for more detailed plans to confirm if new improvements along Founders Parkway meet standards.

1/5/2024 JB - It sounds like construction drawings are coming in the future, but wanted to make everyone aware

of what my previous comments were regarding the previous permit:

- Would be good to see a typical section on Founders Parkway that shows what the work will be, as well as existing/proposed ROW lines, to make sure everything matches up with plan views.
- Need to be sure to keep the raised median intact on Founders Parkway when it is revised to include auxiliary lanes. There was discussion early on from the developer to stripe it instead of keeping the raised median. COOT wants the raised median to stay.
- Be sure to make sure auxiliary lanes are standard in width, length, etc. Also be aware of the clear zone as this is on the outside of a curve for westbound traffic and may need to be protected if proposed obstructions are installed within clear zone.
- There is a 1601 process for the 1-25 & Happy Canyon interchange currently underway. The interchange will be upgraded in the future to include the new growth in this area as there will be new connections from Crowfoot Valley to the 1-25 & Happy Canyon interchange. Any changes to this development should be conveyed to the Town of Castle Pines as that may impact their traffic study and design for the new interchange.

1/20/2023 JB - There will be a future COOT resurfacing project from Woodlands to IREA substation on SH-86. It is still being looked into, but a sidewalk may be added to the COOT project and may need to be coordinated with this future project. Will wait to see future plans for this project to see how new intersection ties into SH-86.

Right Of Way Comments:

1/17 /23 - The CDOT ROW plans for this area of SH-86 have been uploaded. Will there be a forthcoming subdivision plat to review? Are there plans for dedicating ROW along SH-86? If so, those dedications should be made to the local agency and then will subsequently be deeded to CDOT in the future.

2/8/23 - No additional comments from ROW related to Rev 2.

12/19/23 - SDH - The comment response letter that was included with Rev 2 made reference to additional ROW conveyances that would be made to the Town along Founders Pkwy., but I don't see those shown on the Site Development Plan sheets that show SH-86 (Sheets 7, 9, 19 & 23). Should we expect to see a subdivision plat that will show those ROW conveyance areas?

2/7/25 - SDH - Rev 4 docs reviewed. The tracts along Founders Pkwy (SH-86) have already been dedicated to the Town of Castle Rock and there are no A-line issues here, so no comments / concerns from ROW.

3/17/2025 - John Olson - Plats were submitted with Rev 5 - No Dedications to CDOT all to Utilities and Town of Castle Rock. Filing 1 Tracts K M L to Town adjacent to CDOT facilities no concern. Filing No 2 Tracts A and B to town - seperated from CDOT Facilties by Town of CR parcels - No concerns from ROW

6/4/2025 - SDH - No concerns from ROW related to Rev 6 - as previously noted any dedications of ROW for SH-86 should be made to the local agency and will then be deeded to CDOT in the future.

7/22/2025 - SDH - Rev 7 Plats and Plans have been reviewed - all Tract dedications have been made to the Town of Castle Rock or the Metro District - no concerns from ROW.

7/24/2025 - John Olson - There are dedications of ROW on Page 14 of 15 that appear to be for acceleration or deceleration lanes into proposed Embark Avenue. The Dedication Statement was somewhat incomplete, please confirm the dedications shown on Page 14 of 15 in tracts L and K on the north side of Founders Parkway are being dedicated to town of Castle Rock or Douglas County.

8/26/2025 - SDH - The most recent Comment Response letter only address ROW comments through June 2025, so just want to reiterate the most recent comments from John Olson about confirming dedications along the north side of Founders Pkwy near Embark Ave are being made to the Town of Castle Rock or to Douglas County.

Traffic Comments:

GRilling 10/16/2025

1. Construction plans SN1:

-N leg arrow stripes are close to stop bar. This might be a jurisdictional question between CDOT and Castle Rock, but CDOT locates these markings 50ft back from the stop bar in standard S-627-1. Confirm this arrow location is intentional and as desired by the local. If so, confirm that the local is maintaining those markings.

-Verify width of existing lane lines and match. I think they're 4 inches, but please confirm they haven't been upgraded to 6 inches wide. What's throwing me off is the shadow markings behind the skip stripes, which I typically see installed with 6 inch lane lines (though it's not improper to install them with 4 inch).

-Include shadow markings. I have a PSP for this that can be provided to you. Contact grant.rilling@state.co.us

-W4-2R (sign 4) should not be used for auxiliary acceleration lanes, but instead reserved for drops of through lanes. Review MUTCD 2C.47.10 for explanation.

-Regarding delineators, review CDOT standard S-612-1 and call out the color. Currently stated as type 1 (crystal), but should also be stated to be yellow when in the median. Will these be flexible delineators or steel post?

-Stripe material should be specified. Skip stripes on concrete are typically done in inlaid preformed plastic. Hatches are often done that way as well due to the difficulty in applying them with an epoxy truck. Inlaid modified epoxy is utilized for edge lines and channelizers. Inlaid preformed thermoplastic pavement markings (the anti-skid formulation is preferred. I have a PSP on this that I can provide if you reach out) are utilized for pavement marking arrows and crosswalk keys. CDOT stop bars are also usually inlaid thermo. The "cat tracks" providing guide stripes for left turning vehicles are somewhat inconsistent in their material type. I tend to inlay and go for either modified epoxy or thermo under the assumption that it will last longer than tape. Specify inlay depths.

-Verify width of entrance "throat" to the EB to NB double left turn lane. S-627-1 has this at 16ft wide (not inclusive of theoretical 1ft inside shoulder).

-Include an object marker "zebra" sign on median tips along with the R4-7 specified in these plans. This hasn't been typical on the corridor historically, so you may not see it at adjacent locations, but CDOT is trying to make the upgrade as new projects are built.

-Sign 1 on NW corner of intersection. The leader arrow doesn't point to the sign. Reassociate.

-Scale bar is missing from sheet.

-Do not place W3-3 signs until a signal is present.

2. A note on the timing of signal construction- CDOT requires signal warrants to be met with existing volumes prior to a signal being constructed on a state highway. Keep this in mind for phasing of the development, as a signal won't be present on day one.

3. Construction plans SN2:

-Right side delineators such as that shown at STA 27+50 are often different from left side delineators shown in the median. Review S-612-1 and make sure the delineators conform to standard.

-Sign 2 callout for R3-8LR at beginning of right turn lane seems improper. Wouldn't this be a "right lane must turn right" sign? Explain in comment-response what this sign is for.

4. I'm curious about the SB to EB left turn conflicting with a future NB to WB left turn. This intersection looks like it could force split phasing of the side streets. Have you run turning templates? Do the NB and SB left turns conflict with one another?

5. Include phasing diagram on signal plans.

6. Provide electrical one-line diagram for the power meter of the signal.

7. Include CDOT Signals on future reviews regarding the signal. They may have additional comments.

8. Project special provisions are mentioned on the signals note sheet, but I don't see them attached. Make sure these get added in prior to construction.

GRilling 8/27/2025

1. With regards to the following comment-response:

-"GRilling 6/17/2025 2. The WB to SB left turn lane is labelled as 11; wide, but that may include the theoretical 1' shoulder/gutter, making it a 10; lane. How far is traffic from the edge of any median posted signs? Response: The widths provided are from stripe to edge of pavement. The turn lane has 11' of asphalt. The signs post will be 3.5-feet from the edge of pavement."

-I'm still a little bit fuzzy on what's being described. In the world of CDOT's highway cross-sections, the width of a left turn lane would be measured as follows: If there is no gutter pan, you would offset a theoretical shoulder inside edge line 1ft from the face of the median curb. The distance between this 1' offset and the channelizer would be the lane width. If there is a gutter pan (either 1' or 2' depending on configuration), you'd take the distance from the channelizer to the joint line between gutter pan and asphalt. A cross section would help illustrate if this turn lane meets width, but I think what you're describing is too narrow. CDOT requires 11ft minimum width turn lanes on this corridor, so there should be at least 12' from the face of the median curb to the channelizer stripe (13' if there's a 2' gutter pan on the median).

2. With regards to the following comment-response:

-"GRilling 6/17/2025 3. A north/south crossing of SH83 should be included when the signal is built, and constructed to standard (including S side curb ramp). Response: The ramp on the side for the south crossing was added to the plans."

This crossing should not wait for the fourth leg to be added, but should be in place upon initial signalization.
Response: We understand this comment but would ask if the ramps on the south side could be delayed until the ultimate improvements are completed. The conditions shown will be interim for the curb ramps and the signal pole will be located in their ultimate location. The snippet below shows the addition of acceleration and deceleration lanes for the EB traffic. We could add the ramp and an pedestrian push button for the interim condition but would like to delay the ramp construction until the roadway is improved to the ultimate condition."

-This is a reasonable response, but still presents ADA issues. First off, there would be no truncated domes on the south side receiving area. The second piece is that there needs to be a flat impermeable area from which a pedestrian can press the push button to cross SH86.

-On previous projects, CDOT has created a wide shoulder where we pave up to the pole with asphalt. This at least meets "flat turning area" requirements (no cross slope over 2%) and gives a stable platform from which to hit the push button. It doesn't solve the dome issue, but is better than just dirt/grass surrounding the button.

3. With regards to the following comment-response:

-"GRilling 04/03/2025 3. Construction plans- sheet 2 or 27- M&S standards plan list is out of date (there's a December 2024 version). Update this immediately before going to construction to make sure you have the latest version. Check the box for CDOT traffic control (S-630-1 and S-630-2) for use on state highways. Response: The SPL provided on the plans is Dated April 25, 2025. Is this not the current SPL?"

-The M&S standard plans list is constantly being updated by CDOT HQ. April 25, 2025 is the current version, but that will be superseded multiple times over before this project is built. Just keep updating it when submittals are sent in, with special focus on getting it right as construction approaches.

4. With regards to the following comment-response:

-"GRilling 04/03/2025 6. Reach out to Grant Rilling (grant.rilling@state.co.us) to get relevant project special provisions on signal equipment (if this will be a CDOT signal) and traffic signal notes (if this will be a CDOT signal) Response: The notes were updated as this is a CDOT signal."

-This comment will still apply. CDOT projects typically include both a plan set and a set of "project special provisions". These are for items not covered in CDOT's spec book, or for items being modified from CDOT's spec book. For instance, CDOT used the 2070LC traffic signal controller a few years ago, but this model has been discontinued by the manufacturer. The 2070LDX and 2070LX are commonly being substituted (dependent upon signal/controller configuration). There are roughly a dozen items like this for a traffic signal consisting of the controller, UPS, fiber optic configuration and labelling, conduit preferences, push button type, controller type, etc etc.

-You will have to include these PSPs into the signal plans somehow, either as a set of project special provisions, or as plan sheet notes. Be aware that something like the fiber optic splice testing spec is 7 pages long, so it would be tricky to include on a plan sheet.

-Regardless, have the signal designer shoot me an email at grant.rilling@state.co.us and we can discuss.

5. With regards to the following comment-response:

-"GRilling 04/03/2025 8. It's noted that the signal poles will be green. If this is a Castle Rock maintained signal (and they're responsible for repainting), this may be allowable. If this is to be CDOT maintained, I don't want to have to repaint. Please clarify who will be maintaining the proposed signal. Response: The Town has confirmed that they will maintain the signal painting."

-This is acceptable. Let the town know that we'll need to add it to the Senate Bill 8 agreement or some sort of IGA so that there's no question of responsibility in a decade or two.

6. Newer sets of plans have been referenced that are said to include signal details such as caisson (drilled shaft) standards and communications connection details. I have neither seen nor reviewed these. Please provide to CDOT for review.

-The latest signal plan I've seen is dated as March 25, 2024.

GRilling 8/1/2025

1. Latest comment response letter did not address comments dated 6/17/2025.
2. I'm requiring at least 1 crosswalk (and curb ramps) going across SH86, despite there being no sidewalk on that side of the intersection at this time.

GRilling 6/17/2025

1. Comment response letter did not address Traffic comments from 04/03/2025. Please address these in the next comment response letter (address these comments from 6/17/2025 as well).

2. Site development plan sheet 12

-Median width is unclear. Generally you need a 6' envelope (1 ft WB inside shoulder, 4ft hardscape width, 1 ft EB inside shoulder). Is that being achieved?

-The WB to SB left turn lane is labelled as 11ft wide, but that may include the theoretical 1ft shoulder/gutter, making it a 10ft lane. How far is traffic from the edge of any median posted signs?

3. A north/south crossing of SH83 should be included when the signal is built, and constructed to standard (including S side curb ramp).

-This crossing should not wait for the fourth leg to be added, but should be in place upon initial signalization.

4. Sheet 115- sight distance triangle (typ) note- I can't see what's being called out/pointed at. Is the line super greyed back?

5. Sheet 151- various monumentation. Don't locate in CDOT ROW.

GRilling 04/03/2025

1. Provide comment response letter addressing previous comments

2. Revision 5 submittal PDP narrative (01/30/2025) states that units have gone from 474 to 515, including duplex development. This changes the trip generation, though I'm unclear if this is reflected in the TIS dated 12/18/2024. Please either update TIS or respond in the comment response letter that this is properly addressed by the 12/18/2024 TIS.

3. Construction plans- sheet 2 or 27- M&S standards plan list is out of date (there's a December 2024 version). Update this immediately before going to construction to make sure you have the latest version. Check the box for CDOT traffic control (S-630-1 and S-630-2) for use on state highways.

4. Construction plans- sheet 3 of 27- ToCR signage and striping notes, notes 2, 6, 7- be aware that CDOT may have different thicknesses and application rates, different materials requirements, etc. Verify you are following CDOT's specs for state highway applications.

5. Construction plans- PDF page 23 (signal plans page 2)- M&S plans list is out of date.

6. Reach out to Grant Rilling (grant.rilling@state.co.us) to get relevant project special provisions on signal equipment (if this will be a CDOT signal) and traffic signal notes (if this will be a CDOT signal)

7. All signals must meet warrants with existing volumes prior to installation. Projected volumes will not be accepted.

8. It's noted that the signal poles will be green. If this is a Castle Rock maintained signal (and they're responsible for repainting), this may be allowable. If this is to be CDOT maintained, I don't want to have to repaint. Please clarify who will be maintaining the proposed signal.
9. Signing and striping notes (from Castle Rock) might have the same issues as outlined in comment 4.
10. Will signal poles be constructed to the CDOT standards? S-614-40 and S-614-40A? Please label the pole standard, the caisson diameter, and the caisson depth for each corner.
11. How certain is the timing of the south leg? It looks like you're placing a NE caisson based on current CDOT standard, and I'd hate for that standard to be revised prior to the S leg being constructed.
12. Why aren't curb ramps being built as directional?
13. Electrical engineer stamped one line diagram required for signals on the state highway.
14. What type of communication will be utilized? I don't see fiber items, radio items, or cell modem items.
15. For the purposes of matching CDOT spec (assuming that's what you want to do), the item names for drilled caissons have changed to "drilled shaft". It's worth tabulating them as such if you want to make lookup in the CDOT spec book simpler.
16. Discuss whether a N/S crossing should be provided despite the S leg not yet being developed. It looks like a curb ramp for it is being built, and we don't want curb ramps to nowhere. Generally speaking, CDOT has been requiring crosswalks across mainline when new signals are built, regardless of if the other side is developed yet.

GRilling 02/24/2025

1. Trip generation has gone down from Revision 3. This is permissible.
2. Previous comments regarding intersection and signal plans still apply.
3. Page 12- striping appears off, though it might just be due to early stages.
 - Hatching on SH86 between the WB to SB left turn lane and the through lane should be chevron.
 - Extension/guide lines through intersection aren't scaled right, etc. When a striping plan is developed, please label all stripes with material, width, inlay depth, color, pattern, etc per S-627-1.
 - Label lane widths on striping sheet (note that widths are not inclusive of gutter pan).
 - Through-right arrow on local street seems improper. Instead, I'd handle it with a sign stating "right lane must turn right" "at conceptual entrance 2", allowing for the right lane at entrance 1 to be gone through to get to entrance 2. Use weave striping for the accel out of 1, and you'll be alright. I worry with a through-right arrow that folks will think the through lane goes further, and will get them into the neighborhood.
4. Any signals have to meet warrants with existing volumes. No projected signal warrants will be allowed. Plan on "opening day" being without a signal, even if you expect to meet warrants in the near future.

GRilling 01/08/2024

1. Comments previously provided on "Canyons South" permit, and addressed by that developer.
2. Either this development, or the Canyons South development, will need to provide detailed plans of the intersection with SH86. Be aware that signal plans require an electrical one line diagram stamped by an electrical engineer, a SUE investigation (or equivalent in coordination with CDOT Utilities), and signal phasing diagrams.

3. Plan sheet 65 shows a 3-leg intersection. Sheet 97 shows a 4-leg. Please clarify, and make sure the final configuration (and any interim configurations) is properly analyzed in the TIS and/or traffic letter. If there is to be a fourth leg and signalization, it seems odd that there is no SB through lane at the intersection.
4. Looking at the Auto Turn templates, it appears that the curb ramps at SH86 are not directional. Why? Additionally, will there be a N/S crossing of SH86 at this signal? If there is to be one in the future, does this impact the median location or truck turning templates?

Kiene 1/18/23 - Proposed full movement intersection on SH 86 should conform to Access Control Plan / serve as the single allowed signalized intersection in this segment. Unclear on connection of "Connector Collector" roadway from Intersection #5 to the northwest, is there direct connection to Crowfoot Valley Road through the adjacent network?

Other Comments:

Generally for this zoning:

All access location along SH 86 should match the Access Control Plan (ACP).

Potential traffic signal locations are shown on the ACP. These intersections are preferred to be 4-way intersections. The safest locations for multi-modal crossings of SH 86 would be at a signalized intersections.

COOT supports completing the roadway network in this part of Castle Rock by ensuring intersections align with roadways planned on the west side of SH 86 providing more direct access and connectivity from Castle Oaks Dr to Front Street without reliance on SH 86.

Provide a cross section on the plan sheets for SH 86. That cross section and plan sheets so affected, need to illustrate for COOT how much RoW exists and how much is proposed so we might see that it is compliant with the SH 86 Corridor Optimization Plan (preferable a 156-ft roadway).

RS 01-12-23